

FORM 128 USE PREVIOUS EDITIONS

DATE 0052Z 18 DEC 64

CLASSIFIED MESSAGE

SECRET

ROUTING

| | |
|---|----|
| 1 | 9 |
| 2 | 10 |
| 3 | 11 |
| 4 | 12 |
| 5 | 13 |
| 6 | 14 |
| 7 | 15 |
| 8 | 16 |

25X1A

TO : DIRECTOR

FROM :

ACTION:

INFO :

ROUTING INT

| | |
|---|--|
| 1 | |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |
| 7 | |
| 8 | |
| 9 | |

PRIORITY

25X1A TOR: 0121Z 18 DE C 64

OSA 1 - 20

IN 63341

TO 25X1A PRIORITY

INFO

CITE

25X1A

25X1A OXCART FLTEST OPS

NO NIGHT ACTION

POSTED
m.p.

25X1A

1. AIRCRAFT 121 MADE FLIGHT 157, 17 DEC 64, TAKEOFF TIME 14:12, DURATION 1 HR 3 MIN. TAKEOFF DISTANCE 6700; TAKEOFF SPEED 225 KIAS, WIND 10 KNOTS EAST, TEMP 40 DEGREES. GROSS WEIGHT 104,300 LBS, CG 22.4 PERCENT. MAX MACH 2.84, MAX ALT 72,000. TIME OVER 2.0 M-35 MIN, OVER 2.6 M - 20 MIN, OVER 50,000 FT - 35 MIN. PURPOSE OF FLIGHT: ENGINE CHANGE CHECK FLIGHT.

2. NORMAL TAKEOFF AND CLIMB USING NORMAL BYPASS DOOR SCHEDULE. CRUISED AT 2.8M IN MACH HOLD FOR 20 MINUTES. MACH HOLD WAS NOT SATISFACTORY PUTTING LARGE .25 G PITCH OSCILLATIONS IN AND CAUSING 2 PSI FLUCTUATIONS OF LEFT CIP EACH TIME. ENGINES REQUIRED TRIMMING THROUGHOUT.

3. NORMAL LANDING WITH GOOD CHUTE DEPLOYMENT BUT NO JETTISON.

END OF MESSAGE

USAF review(s) completed.